

whom the agreement is withdrawn requests a hearing, a hearing shall be held to resolve the conflict. Rules of practice concerning the hearing shall be adopted by the Administrator. No written agreement will be signed with an individual or a company representative of the concerned agricultural or forestry company or association who has had a written agreement withdrawn during the 12 months following such withdrawal, unless the withdrawn agreement was reinstated upon appeal.

(Approved by the Office of Management and Budget under control number 0579–0052)

## **PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS; AND USER FEES**

Sec.

354.1 Overtime work at border ports, sea ports, and airports.

354.2 Administrative instructions prescribing commuted traveltime.

354.3 User fees for certain international services.

354.4 User fees for certain domestic services.

354.5 Penalties for nonpayment or late payment of user fees.

AUTHORITY: 7 U.S.C. 2260; 21 U.S.C. 136 and 136a; 49 U.S.C. 1741; 7 CFR 2.22, 2.80, and 371.2(c).

### **§354.1 Overtime work at border ports, sea ports, and airports.**

(a)(1) Any person, firm, or corporation having ownership, custody, or control of plants, plant products, animals, animal byproducts, or other commodities or articles subject to inspection, laboratory testing, certification, or quarantine under this chapter and subchapter D of chapter I, title 9 CFR, who requires the services of an employee of the Animal and Plant Health Inspection Service on a Sunday or holiday, or at any other time outside the regular tour of duty of the employee, shall sufficiently in advance of the period of Sunday or holiday or overtime service request the Animal and Plant Health Inspection Service inspector in charge to furnish the service during the overtime or Sunday or holiday period, and shall pay the Government at a rate of \$47.96 per work-hour per employee on a Sunday and at the rate of \$37.84 per work-hour per employee for holiday or

any other period, except as provided in paragraphs (a)(1)(i), (ii), and (iii) of this section:

(i) For any services performed on a Sunday or holiday, or at any time after 5 p.m. or before 8 a.m. on a weekday, in connection with the arrivals in or departure from the United States of a private aircraft or vessel, the total amount payable shall not exceed \$25 for all inspection services performed by the Customs Service, Immigration and Naturalization Service, Public Health Service, and the Department of Agriculture;

(ii) Owners and operators of aircraft will be provided service without reimbursement during regularly established hours of service on a Sunday or holiday; and

(iii) The overtime rate to be charged owners or operators of aircraft at airports of entry or other places of inspection as a consequence of the operation of the aircraft, for work performed outside of the regularly established hours of service on a Sunday will be \$39.36 and for work performed outside of the regularly established hours of service for a holiday or any other period will be \$30.64 per hour (these charges exclude administrative overhead costs).

(2) A minimum charge of 2 hours shall be made for any Sunday or holiday or unscheduled overtime duty performed by an employee on a day when no work was scheduled for him or which is performed by an employee on his regular workday beginning either at least 1 hour before his scheduled tour of duty or which is not in direct continuation of the employee's regular tour of duty. In addition, each such period of Sunday or holiday or unscheduled overtime work to which the 2-hour minimum charge provision applies may include a commuted traveltime period (CTT) the amount of which shall be prescribed in administrative instructions to be issued by the Administrator, Animal and Plant Health Inspection Service for the areas in which the Sunday or holiday or overtime work is performed and such period shall be established as nearly as may be practicable to cover the time necessarily spent in reporting to and returning from the place at which the

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employee performs such Sunday or holiday or overtime duty. With respect to places of duty within the metropolitan area of the employee's headquarters, such CTT period shall not exceed 3 hours. It shall be administratively determined from time to time which days constitute holidays. The circumstances under which such CTT periods shall be charged and the percentage applicable in each circumstance are as reflected in the following table:

	Actual time <sup>1</sup> charge—no minimum	2-hour guarantee charge	Commuted <sup>2</sup> traveltime (CTT) charge
CHARGES FOR INSPECTION WITHIN METROPOLITAN AREA OF EMPLOYEE'S HEADQUARTERS			
Work beginning before daily tour begins: 8 to 59 minutes 60 to 119 minutes. 120 minutes or more.	Yes ..... ..... .....	No ..... Yes ..... Yes .....	None. ½ CTT. Full CTT.
Work beginning after daily tour ends: Direct continuation. Break-in-service of: 2-29 minutes 30-60 minutes 61 minutes or more.	Yes ..... ..... ..... ..... ..... ..... ..... .....	No ..... ..... Yes ..... Yes ..... Yes .....	None. ..... None. ½ CTT. Full CTT.
CHARGES FOR INSPECTION SERVICES PERFORMED OUTSIDE METROPOLITAN AREA OF EMPLOYEE'S HEADQUARTERS			
Work beginning before daily tour begins: 8 to 59 minutes 60 minutes or more.	Yes ..... .....	No ..... Yes .....	½ CTT. Full CTT.
Work beginning after daily tour ends: Direct continu- ations. 2-59 minutes .... 60 minutes or more.	Yes ..... ..... No ..... No .....	No ..... ..... Yes ..... Yes .....	½ CTT. ..... ½ CTT. Full CTT.
CHARGES FOR CALL OUT INSPECTION SERVICE ON HOLIDAY OR NONWORKDAY			
Work beginning at any time.	No ..... .....	Yes ..... .....	Full CTT.

<sup>1</sup>Actual time charged when work is contiguous with the daily tour will be in quarter hour multiples, with service time of 8 minutes or more rounded up to the next quarter hour and any time of less than 8 minutes will be disregarded.

<sup>2</sup>The full CTT allowance will be the amount of commuted traveltime prescribed for the place at which the inspections are performed. See §354.2. One-half CTT is ½ of the full CTT period.

(b) The Animal and Plant Health Inspection Service inspector in charge of honoring a request to furnish inspection, laboratory testing, quarantine or certification service, shall assign employees to such Sunday or holiday or overtime duty with due regard to the work program and availability of employees for duty.

(c) As used in this section—

(1) The term *private aircraft* means any civilian aircraft not being used to transport persons or property for compensation or hire, and

(2) The term *private vessel* means any civilian vessel not being used (i) to transport persons or property for compensation or hire, or (ii) in fishing operations or in processing of fish or fish products.

(d)(1) Any principal, or any person, firm, partnership, corporation, or other legal entity acting as an agent or broker by requesting Sunday, holiday, or overtime services of an Animal and Plant Health Inspection Service inspector on behalf of any other person, firm, partnership, corporation, or other legal entity (principal), and who has not previously requested such service from an Animal and Plant Health Inspection Service inspector, must pay the inspector before service is provided.

(2) Since the payment must be collected before service can be provided, the Animal and Plant Health Inspection Service inspector will estimate the amount to be paid. Any difference between the inspector's estimate and the actual amount owed to the Animal and Plant Health Inspection Service will be resolved as soon as reasonably possible following the delivery of service, with the Animal and Plant Health Inspection Service either returning the difference to the agent, broker, or principal, or billing the agent, broker, or principal for the difference.

(3) The prepayment must be in some guaranteed form, such as money order, certified check, or cash. Prepayment in guaranteed form will continue until the Animal and Plant Health Inspection Service determines that the agent, broker, or principal has established an acceptable credit history.

(4) For security reasons, cash payments will be accepted only from 7 a.m.

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to 5 p.m., and only at a location designated by the Animal and Plant Health Inspection Service inspector.

(e)(1) Any principal, or any person, firm, partnership, corporation, or other legal entity requesting Sunday, holiday, or overtime services of an Animal and Plant Health Inspection Service inspector, and who has a debt to the Animal and Plant Health Inspection Service more than 60 days delinquent, must pay the inspector before service is provided.

(2) Since the payment must be collected before service can be provided, the Animal and Plant Health Inspection Service inspector will estimate the amount to be paid. Any difference between the inspector's estimate and the actual amount owed to the Animal and Plant Health Inspection Service will be resolved as soon as reasonably possible following the delivery of service, with the Animal and Plant Health Inspection Service either returning the difference to the agent, broker, or principal, or billing the agent, broker, or principal for the difference.

(3) The prepayment must be in some guaranteed form, such as money order, certified check, or cash. Prepayment in guaranteed form will continue until the debtor pays the delinquent debt.

(4) For security reasons, cash payments will be accepted only from 7 a.m. to 5 p.m., and only at a location designated by the Animal and Plant Health Inspection Service inspector.

(f) Reimbursable Sunday, holiday, or overtime services will be denied to any principal, or any person, firm, partnership, corporation, or other legal entity who has a debt to the Animal and Plant Health Inspection Service more than 90 days delinquent. Services will be denied until the delinquent debt is paid.

(64 Stat. 561 (7 U.S.C. 2260) and sec. 15, Pub. L. 94-353 (49 U.S.C. 1741))

[49 FR 1173, Jan. 10, 1984, as amended at 49 FR 12186, Mar. 29, 1984; 49 FR 19441, May 8, 1984; 52 FR 16822, May 6, 1987; 53 FR 52975, Dec. 30, 1988; 54 FR 13506, Apr. 4, 1989; 55 FR 3198, Jan. 31, 1990; 55 FR 41059, Oct. 9, 1990; 56 FR 1082, Jan. 11, 1991; 58 FR 32434, June 10, 1993]

**§354.2 Administrative instructions prescribing commuted traveltime.**

Each period of overtime and holiday duty, as defined in §354.1 shall, in addition, include a commuted traveltime period for the respective ports, stations, and areas in which employees are located. The prescribed commuted traveltime periods are set forth below:

COMMUTED TRAVELTIME ALLOWANCES

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Alabama:			
Birmingham (including Birmingham Municipal Airport) .....	Alabaster .....	.....	2
Birmingham (including Birmingham Municipal Airport) .....	Pelham .....	.....	2
Chickasaw .....	Mobile .....	.....	2
Huntsville .....	.....	1	.....
Mobile .....	.....	2	.....
Montgomery .....	.....	1	.....
Undesignated ports .....	.....	.....	3
Alaska:			
Anchorage .....	.....	1	.....
Seward .....	Anchorage .....	.....	6
Undesignated ports .....	.....	.....	3
Arizona:			
Davis-Monthan AFB, Tucson .....	Nogales .....	.....	4
Douglas .....	.....	1	.....
Douglas .....	Nogales .....	.....	6
Fort Huachuca Army Base, Sierra Vista .....	Douglas or Nogales .....	.....	3
Fort Huachuca Army Base, Sierra Vista .....	Tucson .....	.....	4
Nogales .....	.....	2	.....
Phoenix .....	.....	2	.....
Phoenix .....	Nogales .....	.....	6
Phoenix .....	Tucson .....	.....	5
San Luis .....	.....	2	.....
Sasabe .....	Nogales .....	.....	4
Tucson .....	.....	1	.....
Tucson .....	Nogales .....	.....	3

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COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Yuma International airport .....	.....	1	.....
Undesignated ports .....	.....	.....	3
Arkansas:			
Dardanelle .....	Conway .....	.....	3
Dardanelle .....	Little Rock .....	.....	3
Eaker AFB .....	Blytheville .....	.....	1
Fort Smith .....	Conway .....	.....	5
Fort Smith .....	Little Rock .....	.....	6
Helena .....	Blytheville .....	.....	5
Helena .....	Little Rock .....	.....	5
Little Rock .....	.....	1	.....
Little Rock .....	Conway .....	.....	2
Little Rock AFB .....	.....	2	.....
Little Rock AFB .....	Conway .....	.....	2
Osceola .....	Blytheville .....	.....	2
Pine Bluff .....	Conway .....	.....	4
Pine Bluff .....	Little Rock .....	2	.....
Undesignated ports .....	.....	.....	3
West Memphis .....	Blytheville .....	.....	3
Bahamas:			
Nassau .....	.....	1	.....
Freeport .....	.....	1	.....
Bermuda:			
Ferry Reach .....	.....	1	.....
California:			
Andrade .....	Calexico .....	.....	2
Antioch .....	San Francisco .....	.....	4
Antioch .....	San Jose .....	.....	5
Benecia .....	San Jose .....	.....	4
Burbank .....	Los Angeles .....	.....	3
Calexico .....	.....	1	.....
Camp Pendleton, USMC, Oceanside .....	San Diego .....	.....	3
Castle AFB .....	Merced .....	.....	1
Crockett .....	San Jose .....	.....	4
El Segundo .....	Los Angeles .....	.....	2
El Toro MCAS .....	Los Angeles .....	.....	3
Fairfield .....	Stockton .....	.....	4
George AFB .....	Los Angeles .....	.....	4
Hamilton AFB, Novato .....	Travis AFB .....	.....	3
Los Angeles (including San Pedro, Los Angeles Harbor, Los Angeles International Airport, Long Beach Harbor, and Long Beach Municipal Airport) .....	.....	2	.....
March AFB .....	Los Angeles .....	.....	4
March AFB .....	Ontario .....	.....	3
March AFB .....	Riverside .....	.....	1
Martinez .....	San Francisco .....	.....	3
Martinez .....	San Jose .....	.....	4
Mather Field AFB .....	Travis AFB .....	.....	3
Mather AFB .....	Stockton .....	.....	3
McClellan AFB .....	Stockton .....	.....	4
McClellan AFB .....	Travis AFB .....	.....	3
Moffett Field NAS, Sunnyside .....	San Francisco .....	.....	3
Moffett Field NAS, Sunnyside .....	San Jose .....	2	.....
Monterey .....	San Francisco .....	.....	6
Moss Beach Landing .....	San Jose .....	.....	6
Norton AFB .....	Riverside .....	.....	1
Norton AFB .....	Los Angeles .....	.....	4
Oakland .....	San Jose .....	.....	3½
Ontario .....	Los Angeles .....	.....	3
Pittsburg .....	San Francisco .....	.....	4
Pittsburg .....	San Jose .....	.....	5
Port Chicago .....	San Francisco .....	.....	3
Port Hueneme .....	San Pedro .....	.....	4
Redwood City .....	San Francisco .....	.....	2
Richmond .....	San Francisco .....	.....	3
Richmond .....	San Jose .....	.....	4
Rodeo .....	San Francisco .....	.....	3
Sacramento .....	.....	1	.....
Sacramento .....	San Francisco .....	.....	5

## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Sacramento .....	San Jose .....	.....	6
Sacramento .....	Stockton .....	.....	3
Sacramento .....	Travis AFB .....	.....	2
Sacramento Metropolitan Airport .....	Stockton .....	.....	4
Sacramento Metropolitan Airport .....	Travis AFB .....	.....	3
San Diego (including Mexican border at San Ysidro; Brown, Gillespie, and Lindbergh Fields, Imperial Beach; North Island, Miramar and Naval and Civilian Maritime within the San Diego Unified Port District).	.....	2	.....
San Diego .....	Los Angeles .....	.....	6
San Francisco (including Alameda, Oakland, San Francisco International Airport, and Oakland International Airport).	.....	2	.....
San Francisco International Airport .....	San Jose .....	.....	3
San Jose .....	.....	2	.....
San Jose .....	San Francisco .....	.....	4
Seal Beach .....	Los Angeles .....	.....	2
Stockton .....	.....	1	.....
Stockton .....	San Jose .....	.....	4½
Stockton .....	Travis AFB .....	.....	3
Tecate .....	San Ysidro .....	.....	3
Travis AFB .....	.....	1	.....
Travis AFB .....	San Francisco .....	.....	4
Vallejo .....	San Francisco .....	.....	2
Vallejo .....	San Jose .....	.....	4½
Undesignated ports .....	.....	.....	3
Canada:			
Vancouver, BC (including Richmond) .....	Blaine .....	.....	4
Colorado:			
Denver (including Stapleton International Airport) .....	.....	2	.....
Ent AFB (Peterson Field) .....	Denver .....	.....	5
Stapleton International Airport .....	Ft. Collins .....	.....	4
Connecticut:			
Bridgeport .....	Groton .....	.....	4
Bridgeport .....	Wallingford .....	.....	2
Bridgeport .....	Warwick, RI .....	.....	6
Bridgeport .....	Windsor Locks .....	.....	4
Groton (including New London) .....	Wallingford .....	.....	4
Groton (including New London) .....	Warwick, RI .....	.....	4
Groton (including New London) .....	Windsor Locks .....	.....	4
Groton (including New London) .....	.....	2	.....
New Haven .....	Groton .....	.....	3
New Haven .....	Wallingford, CT .....	.....	1
New Haven .....	Warwick, RI .....	.....	6
New Haven .....	Windsor Locks .....	.....	3
Windsor Locks (including Bradley Field) .....	.....	1	.....
Windsor Locks (including Bradley Field) .....	Boston, MA .....	.....	6
Windsor Locks (including Bradley Field) .....	Groton .....	.....	4
Windsor Locks (including Bradley Field) .....	Hadley, MA .....	.....	2
Windsor Locks (including Bradley Field) .....	Wallingford .....	.....	3
Windsor Locks (including Bradley Field) .....	Warwick, RI .....	.....	6
Undesignated ports .....	.....	.....	3
Delaware:			
Dover .....	.....	1	.....
Dover .....	Wilmington .....	.....	3½
Wilmington (including NCCA, Delaware City, and Claymont).	.....	2	.....
Wilmington (including NCCA, Delaware City, and Claymont).	Dover .....	.....	3
Wilmington .....	Philadelphia, PA .....	.....	3
Wilmington .....	Baltimore, MD .....	.....	5
Wilmington .....	Bridgeton .....	.....	3
Wilmington .....	Trenton .....	.....	3
District of Columbia:			
Washington, DC Metropolitan area (including Arlington and Alexandria, VA; Andrews AFB, MD; and Washington Navy Yard).	Andrews AFB, MD .....	2	.....
Washington, DC Metropolitan area (including Arlington and Alexandria, VA; Andrews AFB, MD; and Washington Navy Yard).	Beltsville, MD .....	2	.....

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COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Washington, DC Metropolitan area (including Arlington and Alexandria, VA; Andrews AFB, MD; and Washington Navy Yard).	Dulles International Airport, VA .....	2½	.....
Florida:			
Apalachicola .....	Panama City .....	.....	3
Apalachicola .....	Pensacola .....	.....	6
Boca Grande .....	Tampa .....	.....	5
Eglin AFB .....	Panama City .....	.....	3
Eglin AFB .....	Pensacola .....	.....	3
Fort Lauderdale .....	.....	2	.....
Fort Meyers .....	Tampa .....	.....	5
Fort Myers .....	Fort Myers .....	2	.....
Fort Myers .....	Palmetto .....	.....	5
Fort Pierce .....	.....	1	.....
Fort Pierce .....	West Palm Beach .....	.....	3
Jacksonville .....	.....	2	.....
Key West .....	.....	1	.....
Marathon .....	Key West .....	.....	2
Miami .....	.....	2	.....
Orlando .....	.....	2	.....
Orlando .....	Port Canaveral .....	.....	3
Orlando .....	Ocoee .....	.....	2
Panama City .....	.....	1	.....
Panama City .....	Pensacola .....	.....	5
Patrick AFB .....	.....	1	.....
Pensacola .....	.....	1	.....
Pensacola .....	Mobile, AL .....	.....	3
Pensacola .....	Panama City .....	.....	5
Pompano Beach .....	Fort Lauderdale .....	.....	3
Port Canaveral .....	.....	1	.....
Port Everglades .....	.....	2	.....
Port St. Joe .....	Panama City .....	.....	2
Port St. Joe .....	Pensacola .....	.....	6
St. Petersburg/Clearwater .....	Tampa .....	2	.....
Tampa .....	.....	2	.....
West Palm Beach .....	.....	1	.....
Undesignated ports .....	.....	.....	3
Georgia:			
Atlanta .....	.....	2	.....
Brunswick .....	.....	2	.....
Brunswick .....	Savannah .....	.....	4
Columbus .....	Atlanta .....	.....	4
Marietta .....	Atlanta .....	.....	2
St. Mary's .....	Brunswick .....	.....	3
St. Mary's .....	Jacksonville, FL .....	.....	3
Savannah .....	.....	2	.....
Undesignated ports .....	.....	.....	3
Hawaii:			
Barbers Point NAS .....	Honolulu .....	.....	2
Barking Sands NAS .....	Lihue .....	.....	3
Hilo .....	.....	1	.....
Honolulu .....	.....	2	.....
Kaanapali, Lahaina, Maui .....	Kahului, Maui .....	.....	2
Kaanapali, Lahaina (Maui) .....	Honolulu .....	.....	6
Kahului, Maui .....	.....	1	.....
Kahului, Maui .....	Honolulu .....	.....	4
Kailua, Kona .....	Hilo .....	.....	5
Kailua, Kona .....	Keahole .....	1	.....
Kalapana .....	Hilo .....	.....	2
Kaneohe MCAS .....	Honolulu .....	.....	2
Kapaa .....	Lihue .....	.....	2
Kapahi .....	Lihue .....	.....	2
Keaau .....	Hilo .....	.....	1
Keahole .....	.....	1	.....
Keauhou .....	Honolulu .....	.....	5
Keauhou .....	Keahole .....	.....	2
Lihue Airport .....	Lihue .....	1	.....
Lihue, Kauai .....	.....	1	.....
Lihue, Kauai .....	Honolulu .....	.....	5

## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Mahaiula .....	Keahole .....	.....	2
Napili–Kapalua .....	Maui .....	.....	3
Nawiliwili .....	Lihue .....	1	.....
Poipu .....	Lihue .....	.....	3
Port Allen .....	Lihue .....	.....	3
Princeville .....	Lihue .....	.....	3
South Kohala .....	Hilo .....	.....	4
Wahiawa, Oahu .....	Honolulu .....	.....	2
Wailea-Makena .....	Maui .....	.....	2
West Loch, Pearl Harbor .....	Honolulu .....	.....	2
Undesignated ports .....	.....	.....	3
Idaho:			
Mountain Home AFB .....	Caldwell .....	.....	3
Mountain Home AFB .....	Twin Falls .....	.....	4
Illinois:			
Chicago .....	.....	3	.....
Indiana:			
Burns Harbor (including Gary) .....	Frankfort .....	.....	5
Evansville .....	Franklin .....	.....	6
Gary .....	Hanna .....	.....	2
Indianapolis .....	Frankfort .....	.....	3
Indianapolis .....	Franklin .....	.....	2
Indianapolis .....	.....	1	.....
Mount Vernon .....	Franklin .....	.....	6
Undesignated ports .....	.....	.....	3
Iowa:			
Des Moines .....	.....	1	.....
Kansas:			
Johnson County Industrial .....	Kansas City, MO .....	.....	2
Topeka .....	Kansas City, MO .....	.....	3
Topeka .....	Wichita .....	.....	6
Wichita .....	.....	1½	.....
Kentucky:			
Covington .....	Lexington .....	.....	4
Fort Campbell .....	Brentwood, TN .....	.....	4
Fort Campbell .....	Jackson, TN .....	.....	5
Greater Cincinnati Airport .....	Erlanger, KY .....	2	.....
Greater Cincinnati Airport .....	Louisville, KY .....	1	.....
Greater Cincinnati Airport .....	Louisville, KY .....	.....	4
Louisville .....	Erlanger .....	.....	4
Louisville .....	Lexington .....	.....	4
Undesignated ports .....	.....	.....	3
Louisiana:			
Barksdale AFB, Shreveport .....	Baton Rouge .....	.....	6
Barksdale AFB, Shreveport .....	Monroe .....	.....	4
Barksdale AFB .....	Shreveport .....	.....	1½
Baton Rouge (including Port Allen) .....	.....	2	.....
Buras .....	New Orleans .....	.....	4
Burnside .....	Baton Rouge .....	.....	3
Cameron .....	Lake Charles .....	.....	3
Carlyss .....	Lake Charles .....	.....	2
Clifton Ridge .....	Lake Charles .....	.....	2
Convent .....	Baton Rouge .....	.....	3
Donaldsonville .....	Baton Rouge .....	.....	3
England Air Park .....	Baton Rouge .....	.....	5
England Air Park .....	Shreveport .....	.....	5
England Air Park .....	Monroe .....	.....	4
Fouchon .....	New Orleans .....	.....	5
Geismar .....	Baton Rouge .....	.....	2
Hackberry .....	Lake Charles .....	.....	2
Lake Charles .....	Baton Rouge .....	.....	5
Lake Charles .....	Port Arthur, TX .....	.....	3
Lake Charles .....	.....	1	.....
Morgan City .....	New Orleans .....	.....	4
New Orleans .....	.....	2	.....
Ostrica .....	New Orleans .....	.....	4
Plaquemine .....	Baton Rouge .....	.....	2
Port of Tallulah .....	Baton Rouge .....	.....	6
Port of Tallulah .....	West Monroe .....	.....	3

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COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
St. Gabriel .....	Baton Rouge .....	.....	2
St. James .....	Baton Rouge .....	.....	3
Uncle Sam .....	Baton Rouge .....	.....	3
Venice .....	New Orleans .....	.....	4
Points on the Mississippi River above the St. Charles-Jefferson Parish boundary to and including Gramercy, LA: any point below Chalmette, LA, on the east bank; and Belle Chasse, LA, and points to and including Port Sulphur on the west bank.	New Orleans .....	.....	3
Undesignated ports .....	.....	.....	3
Maine:			
Bangor .....	.....	1	.....
Bangor .....	Augusta .....	.....	3
Bath .....	Portland .....	.....	2
Brunswick NAS .....	Portland .....	.....	2
Brunswick NAS .....	Augusta .....	.....	2
Bucksport .....	Bangor .....	.....	2
Cousins Island .....	Portland .....	.....	1
Eastport .....	Bangor .....	.....	6
Harpswell .....	Portland .....	.....	2
Kittery .....	Portland .....	.....	3
Portland .....	.....	1	.....
Portland .....	Augusta .....	.....	3
Portland .....	Manchester, NH .....	.....	6
Searsport .....	Augusta .....	.....	4
Searsport .....	Bangor .....	.....	3
Wiscasset .....	Portland .....	.....	3
Winterport .....	Bangor .....	.....	2
Undesignated ports .....	.....	.....	3
Maryland:			
Aberdeen Proving Ground .....	Baltimore .....	.....	3
Andrews AFB .....	.....	2	.....
Andrews AFB .....	Baltimore .....	.....	3½
Andrews AFB .....	Beltsville .....	2	.....
Andrews AFB .....	Dulles International Airport, VA .....	2½	.....
Annapolis .....	Baltimore .....	.....	3
Baltimore .....	.....	3	.....
Baltimore .....	Andrews AFB .....	.....	3½
Cambridge .....	Baltimore .....	.....	4
Cambridge .....	Dover, DE .....	.....	4
Piney Point .....	Baltimore .....	.....	5
Piney Point .....	Beltsville .....	.....	4
Salisbury .....	Dover, DE .....	.....	3
Salisbury .....	Baltimore .....	.....	4
Undesignated ports .....	Dover, DE, or Dulles International Airport, VA .....	.....	3
(For other points in Maryland, see DC listing)			
Massachusetts:			
Boston .....	.....	3	.....
Boston .....	New Bedford .....	.....	5
Fall River .....	Boston .....	.....	5
Fall River .....	New Bedford .....	.....	2
Fall River .....	Warwick, RI .....	.....	3
Gloucester .....	Boston .....	.....	4
New Bedford .....	.....	1	.....
New Bedford .....	Boston .....	.....	5
New Bedford .....	Warwick, RI .....	.....	3
Otis ANG/CGNS .....	Boston .....	.....	6
Otis ANG/CGNS .....	New Bedford .....	.....	3
Otis ANG/CGNS .....	Warwick, RI .....	.....	5
Plymouth .....	Warwick, RI .....	.....	3
Provincetown .....	Warwick, RI .....	.....	6
Sandwich .....	Boston .....	.....	6
Sandwich .....	New Bedford .....	.....	3
Sandwich .....	Warwick, RI .....	.....	4
Somerset .....	Boston .....	.....	4
Somerset .....	New Bedford .....	.....	2
Westover AFB .....	Boston .....	.....	6
Westover AFB .....	Hadley .....	.....	1½



## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Westover AFB .....	Windsor Locks, CT .....	.....	2
Woods Hole .....	Boston .....	.....	6
Woods Hole .....	New Bedford .....	.....	3
Woods Hole .....	Warwick, RI .....	.....	5
Undesignated ports .....	Boston, New Bedford, MA and Warwick, RI .....	.....	3
Undesignated ports .....	Windsor Locks, CT .....	.....	3
Mexico:			
Camargo .....	Roma, TX .....	1	.....
Ciudad Acuna .....	Del Rio, TX .....	1	.....
Ciudad Juarez .....	El Paso, TX .....	1	.....
Matamoros .....	Brownsville, TX .....	1	.....
Mier .....	Roma, TX .....	1	.....
Nuevo Cd. Guerrero .....	Roma, TX .....	1	.....
Nuevo Laredo .....	Laredo, TX .....	1	.....
Nuevo Progreso .....	Progreso, TX .....	1	.....
Ojinago .....	Presidio .....	1	.....
Piedras Negras .....	Eagle Pass, TX .....	1	.....
Reynosa .....	Hidalgo, TX .....	1	.....
Michigan:			
Battle Creek .....	Grand Rapids .....	.....	3
Bay City .....	Mt. Pleasant .....	.....	3
Detroit (including Detroit Metropolitan Airport, and Willow Run Airport) .....	Romulus/Detroit .....	3	.....
Kent County Airport .....	Grand Rapids .....	1	.....
Muskegon .....	Grand Rapids .....	.....	2
Pontiac .....	Romulus .....	.....	4
Saginaw .....	Mt. Pleasant .....	.....	3
Selfridge AFB .....	Port Huron .....	.....	3
Minnesota:			
Duluth .....	.....	1	.....
Duluth .....	Minneapolis .....	.....	6
Minneapolis-St. Paul .....	.....	2	.....
Silver Bay .....	Duluth .....	.....	3
Mississippi:			
Greenville .....	Jackson .....	.....	5
Gulfport .....	.....	1	.....
Jackson .....	.....	1	.....
Keesler AFB .....	Gulfport .....	.....	1
Natchez .....	Brookhaven .....	.....	4
Pascagoula .....	Gulfport .....	.....	2
Pascagoula .....	Mobile, AL .....	.....	3
Port Bienville .....	Gulfport .....	.....	2
Vicksburg .....	Jackson .....	.....	3
Undesignated ports .....	.....	.....	3
Missouri:			
Kansas City .....	.....	1	.....
Kansas City .....	St. Charles .....	.....	6
Kansas City International Airport .....	.....	1	.....
Kansas City International Airport .....	St. Louis .....	.....	6
Richards-Gebaur AFB .....	Kansas City .....	2	.....
Rosecrans AFB .....	Kansas City .....	.....	3
St. Louis and St. Louis International Airport .....	St. Louis .....	2	.....
Whiteman, AFB .....	Kansas City .....	.....	4
Montana:			
Butte International Airport .....	Billings .....	.....	6
Great Falls International Airport .....	Great Falls .....	1	.....
Nebraska:			
Omaha (including Offutt AFB) .....	Lincoln .....	.....	3
Nevada:			
Las Vegas .....	.....	1	.....
Reno .....	.....	1	.....
New Hampshire:			
Keene Airport, Keene .....	Groton .....	.....	6
Lebanon .....	Manchester .....	.....	5
Manchester .....	.....	2	.....
Newington .....	Manchester .....	.....	4
Newington .....	Portland, ME .....	.....	3
Pease AFB .....	Manchester .....	.....	4

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COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Pease AFB .....	Portland, ME .....	.....	3
Portsmouth .....	Manchester .....	.....	4
Portsmouth .....	Portland, ME .....	.....	3
Undesignated ports .....	Manchester .....	.....	3
New Jersey:			
Atlantic City .....	McGuire AFB .....	.....	3
Atlantic City .....	Mullica Hill .....	.....	2½
Burlington .....	Trenton .....	.....	1
Coast Guard Station, Cape May .....	Mullica Hill .....	.....	4
Deepwater .....	Mullica Hill .....	.....	2
Hammonton .....	Mullica Hill .....	.....	2
Hammonton .....	Trenton .....	.....	3
Lakehurst NAS .....	McGuire AFB .....	.....	2
Leonardo .....	McGuire AFB .....	.....	4
Leonardo .....	Trenton .....	.....	4
McGuire AFB .....	Mullica Hill .....	.....	3
McGuire AFB .....	Trenton .....	.....	2
McGuire AFB, Wrightstown .....	.....	2	.....
Paulsboro .....	Mullica Hill .....	.....	1½
Paulsboro .....	Philadelphia, PA .....	.....	3
Salem .....	McGuire AFB .....	.....	3
Salem .....	Trenton .....	.....	3
Trenton .....	.....	2	.....
New Mexico:			
Albuquerque .....	.....	1	.....
Columbus .....	Deming .....	.....	1½
Columbus .....	El Paso, TX .....	.....	6
Columbus .....	Las Cruces .....	.....	4
Holloman AFB, Alamogordo .....	El Paso, TX .....	.....	4
Santa Teresa .....	El Paso, TX .....	.....	1½
Santa Teresa .....	Las Cruces .....	.....	1½
Undesignated ports .....	.....	.....	3
New York:			
Buffalo .....	.....	2	.....
Chateaugay (including Churubusco and Cannon Corners) .....	Rouses Point .....	.....	3
Jamaica, Long Island .....	.....	2	.....
Lewiston .....	Buffalo .....	.....	2
Massena .....	Rouses Point .....	.....	5
New York .....	.....	3	.....
Niagara Falls .....	Buffalo .....	.....	2
Ogdenburg .....	Rouses Point .....	.....	6
Oswego .....	Buffalo .....	.....	6
Plattsburgh .....	Rouses Point .....	.....	3
Rochester .....	Buffalo .....	.....	4
Roosevelt .....	Rouses Point .....	.....	5
Rouses Point (including Champlain) .....	Rouses Point .....	2	.....
Syracuse .....	.....	1	.....
Syracuse .....	Buffalo .....	.....	6
Undesignated ports .....	Buffalo or Rouses Point .....	.....	3
North Carolina:			
Camp Lejeune .....	Morehead City .....	.....	2
Camp Lejeune .....	Wilmington .....	.....	3
Charlotte .....	.....	2	.....
Charlotte .....	Burlington .....	.....	5
Charlotte .....	Greensboro .....	.....	4
Charlotte International Airport .....	Laurinburg .....	.....	5
Cherry Point .....	Goldsboro .....	.....	4
Cherry Point .....	Morehead City .....	.....	2
Elizabeth City .....	.....	1	.....
Fort Bragg .....	Fayetteville .....	2	.....
Greensboro .....	.....	1½	.....
Greensboro .....	Charlotte .....	.....	4
Greensboro .....	Fayetteville .....	.....	4½
Greensboro .....	Laurinburg .....	.....	6
Morehead City .....	.....	1	.....
Morehead City .....	Clinton .....	.....	4
Morehead City .....	Goldsboro .....	.....	4
New River MCAS .....	Morehead City .....	.....	3
Pope AFB .....	Clinton .....	.....	2½

## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Pope AFB .....	Fayetteville .....	1½	.....
Pope AFB .....	Goldsboro .....	.....	4
Raleigh .....	Clinton .....	.....	4
Raleigh .....	Fayetteville .....	.....	4
Raleigh .....	Goldsboro .....	.....	4
Raleigh .....	Raleigh .....	2	.....
Seymour-Johnson AFB .....	Goldsboro .....	1	.....
Sunny Point Army Terminal, Southport .....	Wilmington .....	.....	2
Wilmington .....	.....	1	.....
Undesignated ports .....	.....	.....	3
Ohio:			
Akron .....	Cleveland .....	.....	2
Ashtabula .....	Cleveland .....	.....	3
Cincinnati .....	Columbus .....	.....	6
Cincinnati .....	Dayton .....	.....	3
Cincinnati .....	Toledo .....	.....	6
Cincinnati .....	Washington Court House .....	.....	3
Cleveland .....	.....	2	.....
Cleveland .....	Toledo .....	.....	5
Columbus .....	.....	2	.....
Columbus .....	Cleveland .....	.....	6
Columbus .....	Dayton .....	.....	4
Columbus .....	Toledo .....	.....	6
Columbus .....	Washington Court House .....	.....	3
Dayton .....	.....	2	.....
Dayton .....	Columbus .....	.....	4
Dayton .....	Toledo .....	.....	6
Dayton .....	Washington Court House .....	.....	3
Fairport Harbor .....	Cleveland .....	.....	2
Greater Cincinnati Airport (Boone County, KY) .....	Erlanger, KY .....	2	.....
Lorraine .....	Cleveland .....	.....	2
Lunken Airport .....	Erlanger, KY .....	.....	1
Rickenbacker AFB .....	Cleveland .....	.....	6
Rickenbacker AFB .....	Washington Court House .....	.....	3
Toledo .....	.....	2	.....
Toledo .....	Cleveland .....	.....	5
Toledo .....	Romulus, MI .....	.....	4
Undesignated ports .....	.....	.....	3
Oklahoma:			
Altus AFB .....	Oklahoma City .....	.....	6
Altus AFB .....	Elk City .....	.....	3
Oklahoma City .....	Tulsa .....	.....	6
Port of Muskogee .....	Tulsa .....	.....	2
Port Arrow .....	Tulsa .....	.....	1
Port of Catoosa .....	Tulsa .....	.....	1
Port of Rogers Terminal .....	Tulsa .....	.....	1
Port of Verdigris .....	Tulsa .....	.....	1
Tulsa .....	.....	1	.....
Tulsa International Airport .....	Oklahoma City .....	.....	6
Tulsa International Airport .....	Tulsa .....	1	.....
Tinker AFB, Oklahoma City .....	.....	1	.....
Will Rogers World Airport, Oklahoma City .....	.....	1	.....
Undesignated ports .....	Oklahoma City .....	.....	3
Undesignated ports .....	.....	.....	3
Oregon:			
Astoria .....	Portland .....	.....	5
Portland .....	.....	2	.....
The Dalles .....	Ellensburg, WA .....	.....	6
Undesignated ports .....	.....	.....	3
Pennsylvania:			
Allentown-Bethlehem Easton Airport .....	Carlisle .....	.....	5
Allentown-Bethlehem .....	Dallas .....	.....	5
Chester .....	Philadelphia .....	.....	3
Chester .....	Wilmington, DE .....	.....	1
Easton Airport .....	Gap .....	.....	5
Erie .....	Buffalo, NY, or Cleveland, OH .....	.....	4
Erie .....	Meadville .....	.....	3
Erie .....	Mercer .....	.....	4
Erie .....	Pittsburgh .....	.....	6

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COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Greater Pittsburgh International Airport .....	Cleveland, OH .....	.....	6
Greater Pittsburgh International Airport .....	Meadville .....	.....	5
Greater Pittsburgh International Airport .....	Mercer .....	.....	4
Greater Pittsburgh International Airport .....	Pittsburgh .....	3 .....	.....
Harrisburg International Airport .....	Carlisle .....	.....	2
Harrisburg International Airport .....	Dallas .....	.....	6
Harrisburg International Airport .....	Gap .....	.....	4
Harrisburg International Airport .....	Philadelphia .....	.....	5
Harrisburg International Airport .....	Williamsport .....	.....	6
Lehigh Valley International Airport, Allentown .....	Gap .....	.....	4
Lehigh Valley International Airport, Allentown .....	Sweet Valley .....	.....	4
Marcus Hook .....	Philadelphia .....	.....	3
Marcus Hook .....	Wilmington, DE .....	.....	1
Philadelphia .....	.....	3 .....	.....
Philadelphia .....	Bridgeton .....	.....	3
Philadelphia .....	McGuire Air Force Base .....	.....	3
Philadelphia .....	Trenton .....	.....	3
Philadelphia .....	Wilmington, DE .....	.....	3
Tullytown .....	Philadelphia .....	.....	3
Wilkes-Barre/Scranton International Airport .....	Dallas .....	.....	2
Wilkes-Barre/Scranton Airport .....	Williamsport .....	.....	6
Willow Grove NAS .....	Philadelphia .....	.....	3
Undesignated ports .....	Dallas or Gap .....	.....	3
Puerto Rico:			
Aguadilla .....	Mayaguez .....	.....	2
Aguirre .....	Ponce .....	.....	3
Arecibo .....	San Juan .....	.....	3
Borinquen Field .....	Mayaguez .....	.....	2
Fajardo .....	Roosevelt Road .....	.....	1
Fajardo .....	San Juan .....	.....	3
Guanica .....	Mayaguez .....	.....	2
Guanica .....	Ponce .....	.....	2
Guayama .....	Ponce .....	.....	3
Guayanilla .....	Ponce .....	.....	2
Humacao and Yabucoa .....	San Juan .....	.....	4
Mayaguez (including points from Ramey to Cabo Rojo) ..	San Juan .....	.....	5
Mayaguez and El Mani Airport .....	.....	1 .....	.....
Ponce (including all subports in the Ponce customs district).	San Juan .....	.....	4
Ponce and Mercedita Airport .....	.....	1 .....	.....
Roosevelt Roads .....	.....	1 .....	.....
San Juan .....	.....	2 .....	.....
Tallaboa (Penuelas) .....	Ponce .....	.....	2
Yabucoa .....	Roosevelt Roads .....	.....	3
Undesignated ports .....	.....	.....	3
Rhode Island:			
Davisville NSD .....	Boston, MA .....	.....	4
Davisville NSD .....	Warwick .....	.....	2
Melville .....	Warwick .....	.....	3
Newport .....	Boston, MA .....	.....	5
Newport .....	Warwick .....	.....	4
Portsmouth .....	Warwick .....	.....	3
Providence .....	Boston, MA .....	.....	4
Providence .....	Warwick .....	.....	2
Quonset Point .....	Boston, MA .....	.....	4
Quonset Point .....	Warwick .....	.....	2
Saunderstown .....	Warwick .....	.....	3
Tiverton .....	Warwick .....	.....	3
Warwick .....	.....	2 .....	.....
Warwick .....	Groton, CT .....	.....	4
Undesignated ports .....	.....	.....	3
South Carolina:			
Beaufort-Port Royal .....	Charleston .....	.....	4
Beaufort-Port Royal .....	Savannah .....	.....	3
Beaufort-Port Royal .....	Yamassee .....	.....	3
Charleston .....	.....	2 .....	.....
Columbia .....	Charleston .....	.....	4
Columbia .....	.....	1 .....	.....
Georgetown .....	Charleston .....	.....	3

## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Greenville-Spartanburg .....	.....	1	.....
McEntire NG Air Base .....	Columbia .....	.....	2
McEntire NG Air Base, Eastover .....	Charleston .....	.....	4
Myrtle Beach AFB .....	Charleston .....	.....	4
Myrtle Beach AFB .....	Conway .....	.....	1
Shaw AFB .....	Columbia and Florence .....	.....	2
Shaw AFB, Sumter .....	Charleston .....	.....	4
Undesignated ports .....	.....	.....	3
South Dakota:			
Ellsworth AFB .....	Pierre .....	.....	6
Tennessee:			
Knoxville .....	.....	1	.....
Memphis .....	.....	2	.....
Memphis .....	Jackson .....	.....	4
Memphis International Airport .....	Batesville, MS .....	.....	2½
Millington .....	Jackson .....	.....	4
Millington .....	Memphis .....	.....	2
Nashville .....	.....	2	.....
Nashville .....	Jackson .....	.....	6
Undesignated ports .....	.....	.....	3
Texas:			
Aransas Pass .....	Corpus Christi .....	.....	2½
Barbour's Cut .....	Houston .....	2	.....
Bayport .....	Houston .....	2	.....
Baytown .....	Houston .....	2	.....
Beaumont .....	Port Arthur .....	.....	2
Beaumont .....	Lake Charles .....	.....	3
Brownsville .....	.....	1	.....
Brownsville .....	Pharr .....	.....	3
Carswell Field, Fort Worth .....	Dallas-Fort Worth Regional Airport .....	.....	3
Columbia .....	Laredo .....	.....	2
Corpus Christi .....	Corpus Christi .....	2	.....
Corpus Christi NAS .....	Corpus Christi .....	.....	2
Dallas .....	.....	1	.....
Dallas (including Love Field) .....	Dallas-Fort Worth Regional Airport .....	.....	1
Dallas-Fort Worth Regional Airport .....	.....	1	.....
Del Rio .....	.....	1	.....
Del Rio .....	Eagle Pass .....	.....	3
Donna .....	Hidalgo .....	.....	2
Dyess AFB .....	Abilene .....	1	.....
Eagle Pass .....	.....	1	.....
El Paso .....	.....	1	.....
Fabens .....	El Paso .....	.....	2
Falcon Heights .....	Roma .....	.....	1½
Freeport .....	Galveston or Houston .....	.....	3
Fort Hood .....	College Station .....	.....	5
Fort Hood .....	Waco .....	.....	3
Galveston .....	.....	1	.....
Galveston .....	Houston .....	.....	4
Gregory .....	Corpus Christi .....	.....	2
Ingleside and Harbor Island (Port Aransas) .....	Corpus Christi .....	.....	3
Harlingen .....	.....	1	.....
Harlingen .....	McAllen .....	.....	2
Hidalgo .....	Brownsville .....	.....	3
Houston (Including Houston Intercontinental Airport) .....	.....	2	.....
Kelly AFB .....	San Antonio .....	.....	2
La Feria .....	Hidalgo .....	.....	2
Laredo .....	.....	1	.....
Laughlin AFB .....	Del Rio .....	.....	1
Meacham Field .....	Dallas-Fort Worth Regional Airport .....	.....	2
Mercedes .....	Hidalgo .....	.....	2
Orange .....	Port Arthur .....	.....	2
Pharr (Includes Hidalgo and McAllen International Airport) .....	.....	1½	.....
Point Comfort .....	.....	1	.....
Point Comfort .....	Victoria .....	.....	2
Port Arthur .....	.....	1	.....
Port Arthur .....	Lake Charles, LA .....	.....	3
Port Isabel .....	Brownsville .....	.....	2
Presidio .....	.....	1	.....

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[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Progreso .....	.....	1	.....
Progreso .....	Brownsville or Hidalgo .....	.....	2
Progreso .....	Harlingen .....	.....	1½
Randolph AFB .....	San Antonio .....	.....	2
Robert Grey Army Airfield .....	College Station .....	.....	5
Robert Grey Army Airfield .....	San Antonio .....	.....	6
Robert Grey Army Airfield .....	Waco .....	.....	3
Rockport .....	Corpus Christi .....	.....	3
Roma .....	Brownsville .....	.....	5
Roma .....	Laredo .....	.....	4
Roma (Includes Rio Grande City) .....	.....	1	.....
Roma .....	Pharr .....	.....	3
Sabine Pass .....	Port Arthur .....	.....	1
San Antonio .....	.....	1	.....
Texas City .....	Galveston .....	.....	1
Weslaco .....	Hidalgo .....	.....	2
Undesignated ports .....	.....	.....	3
Utah:	.....	.....	.....
Salt Lake City International Airport .....	.....	2	.....
Hill Air Force Base, Ogden .....	Salt Lake City .....	.....	4
Vermont:	.....	.....	.....
Alburl .....	Berlin .....	.....	5
Alburl .....	Rouses Point, NY .....	1	.....
Alburl .....	St. Albans .....	.....	2
Battleboro .....	Berlin .....	.....	5
Battleboro .....	St. Albans .....	.....	6
Burlington .....	Montpelier .....	.....	3
Burlington .....	St. Albans .....	1	.....
Derby Line .....	Berlin .....	.....	5
Derby Line .....	St. Albans .....	.....	5
Highgate Springs .....	Berlin .....	.....	4
Highgate Springs .....	St. Albans .....	.....	2
Montpelier .....	.....	1	.....
Richford .....	Berlin .....	.....	5
Richford .....	St. Albans .....	.....	3
St. Albans (including Highgate Springs and Morses Line) .....	Rouses Point, NY .....	.....	3
Undesignated ports .....	Montpelier .....	.....	3
Undesignated ports .....	Rouses Point, NY .....	.....	3
Undesignated ports .....	St. Albans .....	.....	3
Virgin Islands:	.....	.....	.....
Alexander Hamilton Airport, St. Croix .....	.....	1	.....
Charlotte Amalie, St. Thomas .....	.....	1	.....
Christiansted, St. Croix .....	.....	1	.....
Cruz Bay, St. John, USVI .....	St. Thomas, USVI .....	.....	3
Frederiksted, St. Croix .....	.....	1	.....
Undesignated ports .....	.....	.....	3
Virginia:	.....	.....	.....
Alexandria or Arlington .....	Andrews AFB, MD .....	2	.....
Alexandria or Arlington .....	Dulles International Airport .....	2½	.....
Alexandria or Arlington .....	Beltsville, MD .....	2	.....
Dulles International Airport .....	.....	2	.....
Dulles International Airport .....	Baltimore, MD .....	.....	3
Dulles International Airport .....	Beltsville, MD .....	2½	.....
Dulles International Airport .....	Fredericksburg .....	.....	3
Hopewell .....	Norfolk .....	.....	5
Norfolk Metropolitan Area (including Chesapeake, Hampton, Newport News, Portsmouth and Virginia Beach) .....	.....	2	.....
Quantico MCAS .....	Dulles International Airport .....	.....	3
Quantico MCAS .....	Fredericksburg .....	1½	.....
Richmond .....	Norfolk .....	.....	5
Undesignated ports .....	.....	.....	3
(For other points in Virginia, see District of Columbia listing)	.....	.....	.....
Washington:	.....	.....	.....
Anacortes .....	Blaine .....	.....	3
Anacortes .....	Seattle .....	.....	5
Ault Field .....	Blaine .....	.....	4
Ault Field .....	Seattle .....	.....	5
Bellingham .....	Blaine .....	.....	2

## COMMUTED TRAVELTIME ALLOWANCES—Continued

[In hours]

Location covered	Served from—	Metropolitan area	
		Within	Outside
Bellingham .....	Seattle .....	.....	6
Bangor NSD .....	Seattle .....	.....	4
Blaine .....	.....	1	.....
Cherry Point .....	Blaine .....	.....	1
Cherry Point .....	Seattle .....	.....	6
Edmonds .....	Seattle .....	.....	2
Ellensburg .....	.....	1	.....
Ellensburg .....	Seattle/Tacoma .....	.....	4
Ephrata .....	Ellensburg .....	.....	3
Everett .....	Seattle .....	.....	3
Fairchild AFB .....	Ellensburg .....	.....	6
Fairchild AFB .....	Spokane .....	2	.....
Ferndale .....	Blaine .....	.....	2
Ferndale .....	Seattle .....	.....	6
Fort Lewis .....	Tacoma .....	.....	2
Grays Harbor .....	Tacoma .....	.....	4
Grays Harbor .....	Seattle .....	.....	6
Kalama .....	Portland, OR .....	.....	3
Longview .....	Portland, OR .....	3	.....
Lynden .....	Blaine .....	.....	2
McChord AFB .....	Tacoma .....	.....	2
McChord AFB .....	Seattle .....	.....	3
Moses Lake .....	Ellensburg .....	.....	3
Olympia .....	Tacoma .....	.....	2
Olympia .....	Seattle .....	.....	3
Othello .....	Ellensburg .....	.....	3
Paine Field .....	Seattle .....	.....	3
Pasco .....	Ellensburg .....	.....	5
Point Wells .....	.....	2	.....
Port Angeles .....	Tacoma or Seattle .....	.....	6
Port Townsend .....	Seattle .....	.....	4
Richland .....	Ellensburg .....	.....	5
Royal City .....	Ellensburg .....	.....	3
Sawyer .....	Ellensburg .....	.....	3
SEA TAC Airport .....	.....	2	.....
SEA TAC Airport .....	Tacoma .....	.....	2
Seattle .....	.....	2	.....
Snohomish County Airport .....	Seattle .....	.....	2
Spokane International Airport .....	Ellensburg .....	.....	6
Spokane International Airport .....	Spokane .....	2	.....
Sumas .....	Blaine .....	.....	2
Tacoma .....	.....	1	.....
Tacoma .....	Seattle .....	.....	3
Undesignated ports .....	Astoria or Portland, OR; Blaine, Ellensburg, Seattle, Spokane, Tacoma.	.....	3
Vancouver .....	.....	2	.....
Wenatchee .....	Ellensburg .....	.....	4
Wenatchee .....	Seattle/Tacoma .....	.....	6
Willapa Bay .....	Tacoma .....	.....	4
Willapa Bay .....	Seattle .....	.....	6
Yakima .....	Ellensburg .....	.....	3
Yakima .....	Seattle/Tacoma .....	.....	6
West Virginia:			
Kanawha Airport .....	Charleston .....	1	.....
Kanawha Airport .....	Clarksburg .....	.....	6
Wisconsin:			
Green Bay .....	Milwaukee .....	.....	4
Kenosha .....	Milwaukee .....	.....	2
Madison .....	Milwaukee .....	.....	4
Milwaukee .....	.....	2	.....
Milwaukee .....	O'Hare International Airport, Chicago, IL .....	.....	5
Racine .....	Milwaukee .....	.....	2
Superior .....	Duluth, MN .....	1	.....
Undesignated ports .....	Duluth, MN or Milwaukee .....	.....	3
Wyoming:			
Cheyenne .....	.....	1	.....
Temporary detail:			
Any inspection point to which an employee may be temporarily detailed.	.....	1	.....

[49 FR 32332, Aug. 14, 1984]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 354.2, see the List of CFR Sections Affected in the Finding Aids section of this volume.

**§ 354.3 User fees for certain international services.**

(a) *Definitions.* Whenever in this section the following terms are used, unless the context otherwise requires, they shall be construed, respectively, to mean:

*APHIS.* The Animal and Plant Health Inspection Service of the United States Department of Agriculture.

*Arrival.* Arrival at a port of entry in the customs territory of the United States, or at any place served by a port of entry as specified in 19 CFR 101.3.

*Calendar year.* The period from January 1 to December 31, inclusive, of any particular year.

*Commercial aircraft.* Any aircraft used to transport persons or property for compensation or hire.

*Commercial purpose.* The intention of receiving compensation, or making a gain or profit.

*Commercial railroad car.* A railroad car used or capable of being used for transporting property for compensation or hire.

*Commercial shipment.* A shipment for gain or profit.

*Commercial truck.* A self-propelled vehicle, designed and used for transporting property for compensation or hire. Empty trucks and truck cabs without trailers fitting this description are included.

*Commercial vessel.* Any watercraft or other contrivance used or capable of being used as a means of transportation on water to transport property for compensation or hire, with the exception of any aircraft or ferry.

*Customs.* The United States Customs Service, United States Department of the Treasury.

*Customs territory of the United States.* The 50 States, the District of Columbia, and Puerto Rico.

*Designated State or county inspector.* A State or county plant regulatory official designated by the Secretary of Agriculture to inspect and certify to shippers and other interested parties, as to the phytosanitary condition of plant

products inspected under the Department of Agriculture Organic Act of 1944.

*Export certificate for processed plant products.* A certificate (PPQ Form 578) issued by an inspector, describing the plant health condition of processed or manufactured plant products based on inspection of submitted samples and/or by virtue of the processing received.

*Person.* An individual, corporation, partnership, trust, association, or any other public or private entity, or any officer, employee, or agent thereof.

*Phytosanitary certificate.* A certificate (PPQ Form 577) issued by an inspector, giving the phytosanitary condition of domestic plants or unprocessed or unmanufactured plant products based on inspection of the entire lot or representative samples drawn by a Federal or State employee authorized to conduct such sampling.

*Phytosanitary certificate for reexport.* A certificate (PPQ Form 579) issued by an inspector, giving the phytosanitary condition of foreign plants and plant products legally imported into the United States and subsequently offered for reexport. The certificate certifies that, based on the original foreign phytosanitary certificate and/or additional inspection or treatment in the United States, the plants and plant products are considered to conform to the current phytosanitary regulations of the receiving country and have not been subjected to the risk of infestation or infection during storage in the United States. Plants and plant products which transit the United States under Customs bond are not eligible to receive the phytosanitary certificate for reexport.

(b) *Fee for inspection of commercial vessels of 100 net tons or more.* (1) Except as provided in paragraph (b)(2) of this section, the master, licensed deck officer, or purser of any commercial vessel which is subject to inspection under part 330 of this chapter or 9 CFR chapter I, subchapter D, and which is either required to make entry at the customs house under 19 CFR 4.3 or is a United States-flag vessel proceeding coastwise under 19 CFR 4.85, shall, upon arrival, proceed to Customs and pay an APHIS user fee. The APHIS user fee for each arrival, not to exceed 15 payments in a



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calendar year, is shown in the following table. The APHIS user fee shall be collected at each port of arrival.

Effective dates	Amount
September 1, 1997 through September 30, 1997	\$447.00
October 1, 1997 through September 30, 1998 .....	454.50
October 1, 1998 through September 30, 1999 .....	454.50
October 1, 1999 through September 30, 2000 .....	461.75
October 1, 2000 through September 30, 2001 .....	471.25
October 1, 2001 .....	480.25

(2) The following categories of commercial vessels are exempt from paying an APHIS user fee:

(i) Foreign passenger vessels making at least three trips a week from a port in the United States to the high seas (including "cruises to nowhere") and returning to the same port in the United States, not having touched any foreign port or place other than in Canada, or taken on any stores other than in Canada;

(ii) Any vessel which, at the time of arrival, is being used solely as a tugboat;

(iii) Vessels used exclusively in the governmental service of the United States or a foreign government, including any agency or political subdivision of the United States or a foreign government, so long as the vessel is not carrying persons or merchandise for commercial purposes;

(iv) Vessels arriving in distress or to take on bunkers, sea stores, or ship's stores;

(v) Tugboats towing vessels on the Great Lakes; and

(vi) Any vessel which sails only between United States and Canadian ports, when the Master of such vessel arriving from Canada certifies, in the "Remarks" block of the General Declaration, Customs Form 1301, that the vessel has sailed solely between the United States and Canada for the previous 2 years.

(c) *Fee for inspection of commercial trucks.* (1) Except as provided in paragraph (c)(2) of this section, the driver or other person in charge of a commercial truck which is entering the customs territory of the United States and which is subject to inspection under part 330 of this chapter or under 9 CFR, chapter I, subchapter D, must, upon arrival, proceed to Customs and pay an

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APHIS user fee for each arrival, as shown in the following table:

Effective dates	Amount
September 1, 1997 through September 30, 1997	\$3.75
October 1, 1997 through September 30, 1998 .....	4.00
October 1, 1998 through September 30, 1999 .....	4.00
October 1, 1999 through September 30, 2000 .....	4.00
October 1, 2000 through September 30, 2001 .....	4.00
October 1, 2001 .....	4.25

(2) The following categories of commercial trucks are exempt from paying an APHIS user fee:

(i) Trucks entering the customs territory of the United States from Canada.

(ii) [Reserved]

(3) Prepayment.

(i) The owner or operator of a commercial truck, *if* entering the customs territory of the United States from Mexico *and* applying for a prepaid Customs permit for a calendar year, must apply for a prepaid APHIS permit for the same calendar year. Applicants must apply to Customs for prepaid APHIS permits.<sup>1</sup> The following information must be provided, together with payment of an amount 20 times the APHIS user fee for each arrival, *except*, that through September 30, 1997, the amount to be paid is \$40.00:

(A) Vehicle make, model, and model year.

(B) Vehicle Identification Number (VIN).

(C) License numbers issued by state, province, or country.

(D) Owner's name and address.

(ii) No credit toward the prepaid APHIS permit will be given for user fees paid for individual arrivals.

(d) *Fee for inspection of commercial railroad cars.* (1) Except as provided in paragraph (d)(2) of this section, an APHIS user fee will be charged for each loaded commercial railroad car which is subject to inspection under part 330 of this chapter or under 9 CFR chapter I, subchapter D, upon each arrival. The railroad company receiving a commercial railroad car in interchange at a port of entry or, barring interchange, the railroad company moving a commercial railroad car in line haul service into the customs territory of the United States, is responsible for paying

<sup>1</sup> Applicants should refer to Customs Service regulations (19 CFR part 24) for specific instructions.

the APHIS user fee. The APHIS user fee for each arrival of a loaded railroad car is shown in the following table. If the APHIS user fee is prepaid for all arrivals of a commercial railroad car during a calendar year, the APHIS user fee is an amount 20 times the APHIS user fee for each arrival.

Effective dates	Amount
September 1, 1997 through September 30, 1997	\$6.50
October 1, 1997 through September 30, 1998 .....	6.50
October 1, 1998 through September 30, 1999 .....	6.50
October 1, 1999 through September 30, 2000 .....	6.75
October 1, 2000 through September 30, 2001 .....	6.75
October 1, 2001 .....	7.00

(2) The following categories of commercial railroad cars are exempt from paying an APHIS user fee:

(i) Commercial railroad cars entering the customs territory of the United States from Canada;

(ii) Any commercial railroad car that is part of a train whose journey originates and terminates in the United States, if—

(A) The commercial railroad car is part of the train when the train departs the United States; and

(B) No passengers board or disembark from the commercial railroad car, and no cargo is loaded or unloaded from the commercial railroad car, while the train is within any country other than the United States; and

(iii) Locomotives and cabooses.

(3) Prepayment.

(i) Railroad companies may, at their option, prepay the APHIS user fee for each commercial railroad car for a calendar year. This payment must be remitted in accordance with paragraph (d)(5) of this section.

(ii) No credit toward the calendar year APHIS user fee will be given for APHIS user fees paid for individual arrivals.

(4) Remittance and statement procedures. The Association of American Railroads (AAR), and the National Railroad Passenger Corporation (AMTRAK), shall file monthly statements with the United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, within 60 days after the end of each calendar month. Each statement shall indicate:

(i) The number of loaded commercial railroad cars entering the customs territory of the United States from Mexico during the relevant period;

(ii) The number of those commercial railroad cars pulled by each railroad company; and

(iii) The total monthly APHIS user fee due from each railroad company.

(5) Individual railroad companies shall remit the APHIS user fees calculated by AAR, and AMTRAK shall remit the APHIS user fees it has calculated, within 60 days after the end of each calendar month in which commercial railroad cars entered the customs territory of the United States. APHIS user fees, together with monthly statements, must be remitted to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections, P.O. Box 73562, Chicago, IL 60673.

(6) Compliance. AAR, AMTRAK, and each railroad company responsible for making APHIS user fee payments must allow APHIS personnel to verify the accuracy of APHIS user fees collected and remitted and otherwise determine compliance with 21 U.S.C. 136a and this paragraph. The AAR, AMTRAK, and each railroad company responsible for making APHIS user fee payments must advise the United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, of the name, address, and telephone number of a responsible officer who is authorized to verify APHIS user fee calculations, collections, and remittances. The United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, must be promptly notified of any changes in the identifying information submitted.

(e) *Fee for inspection of commercial aircraft.* (1) Except as provided in paragraph (e)(2) of this section, an APHIS user fee will be charged for each commercial aircraft which is arriving, or which has arrived and is proceeding from one United States airport to another under a United States Customs Service "Permit to Proceed," as specified in title 19, Code of Federal Regulations, §§122.81 through 122.85, or an

“Agricultural Clearance or Safeguard Order” (PPQ Form 250), used pursuant to title 7, Code of Federal Regulations, §330.400 and title 9, Code of Federal Regulations, §94.5, and which is subject to inspection under part 330 of this chapter or 9 CFR chapter I, subchapter D. Each carrier is responsible for paying the APHIS user fee. The APHIS user fee for each arrival is shown in the following table:

Effective dates	Amount
September 1, 1997 through September 30, 1997	\$59.25
October 1, 1997 through September 30, 1998 .....	59.75
October 1, 1998 through September 30, 1999 .....	59.75
October 1, 1999 through September 30, 2000 .....	60.25
October 1, 2000 through September 30, 2001 .....	61.25
October 1, 2001 .....	62.25

(2) The following categories of commercial aircraft are exempt from paying an APHIS user fee:

(i) Any aircraft moving solely between the United States and Canada;

(ii) Any aircraft used exclusively in the governmental services of the United States or a foreign government, including any Agency or political subdivision of the United States or a foreign government, so long as the aircraft is not carrying persons or merchandise for commercial purposes;

(iii) Any aircraft making an emergency or forced landing when the original destination of the aircraft was a foreign port;

(iv) Any passenger aircraft with 64 or fewer seats, which is not carrying the following cargo: Fresh fruits, fresh vegetables, plants, unprocessed plant products, cotton or covers, sugarcane, or fresh or processed meats; and which does not offer meal service other than beverages and prepackaged snacks that do not contain meats derived from ruminants, swine, or poultry or fresh fruits and fresh vegetables. Aircraft exempt from the user fee under this paragraph would still be subject to the garbage handling requirements found in 7 CFR part 330.400 and 9 CFR part 94.5;

(v) Any aircraft moving from the United States Virgin Islands to Puerto Rico; and

(vi) Any aircraft making an intransit stop at a port of entry, during which the aircraft does not proceed through any portion of the Federal clearance process, such as inspection or clearance

by APHIS, by the United States Customs Service, or by the Immigration and Naturalization Service, no cargo is removed from or placed on the aircraft, no passengers get on or off the aircraft, no crew members get on or off the aircraft, no food is placed on the aircraft, and no garbage is removed from the aircraft.

(3) *Remittance and statement procedures.* (i) Each carrier must remit the appropriate fees to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections, P.O. Box 73562, Chicago, IL 60673, for receipt no later than 31 days after the close of the calendar quarter in which the vessel arrivals occurred. Late payments will be subject to interest, penalty, and handling charges as provided in the Debt Collection Act of 1982 (31 U.S.C. 3717).

(ii) The remitter must mail with the remittance a written statement to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections, P.O. Box 73562, Chicago, IL 60673. The statement must include the following information:

(A) Name and address of the person remitting payment;

(B) Taxpayer identification number of the person remitting payment;

(C) Calendar quarter covered by the payment;

(D) Ports of entry at which inspections occurred;

(E) Number of arrivals at each port; and

(F) Amount remitted.

(iii) Remittances must be made by check or money order, payable in United States dollars, through a United States bank, to “The Animal and Plant Health Inspection Service.”

(4) *Compliance.* Each carrier subject to this section must allow APHIS personnel to verify the accuracy of the APHIS user fees remitted and to otherwise determine compliance with 21 U.S.C. 136a and this paragraph. Each carrier must advise the United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, of the name, address, and telephone number of a responsible officer who is authorized to verify APHIS

user fee calculations and remittances. The United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, must be promptly notified of any changes in the identifying information submitted.

(5) *Limitations on charges.* (i) Airlines will not be charged reimbursable overtime for inspection of aircraft if the aircraft is subject to the APHIS user fee for arriving aircraft as prescribed by this section.

(ii) Airlines will not be charged reimbursable overtime for inspection of cargo from an aircraft if:

(A) the aircraft is subject to the APHIS user fee for arriving aircraft as prescribed by this section; and

(B) the cargo is inspected between 8 a.m. and 4:30 p.m., Monday through Friday; or

(C) the cargo is inspected concurrently with the aircraft.

(f) *Fee for inspection of international passengers.* (1) Except as specified in paragraph (f)(2) of this section, each passenger aboard a commercial aircraft who is subject to inspection under part 330 of this chapter or 9 CFR, chapter I, subchapter D, upon arrival from a place outside of the customs territory of the United States, must pay an APHIS user fee. The APHIS user fee for each arrival is shown in the following table:

Effective dates	Amount
September 1, 1997 through September 30, 1997	\$1.95
October 1, 1997 through September 30, 1998 .....	2.00
October 1, 1998 through September 30, 1999 .....	2.00
October 1, 1999 through September 30, 2000 .....	2.05
October 1, 2000 through September 30, 2001 .....	2.10
October 1, 2001 .....	2.15

(2) The following categories of passengers are exempt from paying an APHIS user fee:

(i) Passengers arriving from Canada whose journey originates in Canada;

(ii) Crew members who are on duty on a commercial aircraft;

(iii) Airline employees, including "deadheading" crew members, who are traveling on official airline business;

(iv) Diplomats, except for United States diplomats, who can show that their names appear on the accreditation listing maintained by the United States Department of State. In lieu of

the accreditation listing an individual diplomat may present appropriate proof of diplomatic status to include possession of a diplomatic passport or visa, or diplomatic identification card issued by a foreign government;

(v) Passengers departing and returning to the United States without having touched a foreign port or place other than Canada;

(vi) Passengers arriving on any commercial aircraft used exclusively in the governmental service of the United States or a foreign government, including any agency or political subdivision of the United States or a foreign government, so long as the aircraft is not carrying persons or merchandise for commercial purposes. Passengers on commercial aircraft under contract to the United States Department of Defense (DOD) are exempted if they have been precleared abroad under the joint DOD/APHIS Military Inspection Program;

(vii) Passengers arriving on an aircraft due to an emergency or forced landing when the original destination of the aircraft was a foreign port; and

(viii) Passengers transiting the United States and not subject to inspection.

(ix) Passengers moving from the United States Virgin Islands to Puerto Rico.

(3) APHIS user fees shall be collected under the following circumstances:

(i) When through tickets or travel documents are issued indicating travel to the customs territory of the United States which originates in any location other than Canada;

(ii) When through tickets or travel documents are issued in Canada indicating an arrival in the customs territory of the United States following a stopover (layover) in a location other than Canada; and

(iii) When passengers arrive in the customs territory of the United States in transit from a location other than Canada and are inspected by APHIS.

(4) Collection of fees.

(i) Any person who issues tickets or travel documents on or after May 13, 1991, is responsible for collecting the APHIS user fee from all passengers transported into the customs territory

of the United States to whom the APHIS user fee applies.

(A) Tickets or travel documents must be marked by the person who collects the APHIS user fee to indicate that the required APHIS user fee has been collected from the passenger.

(B) If the APHIS user fee applies to a passenger departing from the United States and if the passenger's tickets or travel documents were issued on or after May 13, 1991, but do not reflect collection of the APHIS user fee at the time of issuance, then the carrier transporting the passenger from the United States must collect the APHIS user fee upon departure.

(C) APHIS user fees collected from international passengers pursuant to paragraph (f) of this section shall be held in trust for the United States by the person collecting such fees, by any person holding such fees, or by the person who is ultimately responsible for remittance of such fees to APHIS. APHIS user fees collected from international passengers shall be accounted for separately and shall be regarded as trust funds held by the person possessing such fees as agents, for the beneficial interest of the United States. All such user fees held by any person shall be property in which the person holds only a possessory interest and not an equitable interest. As compensation for collecting, handling, and remitting the APHIS user fees for international passengers, the person holding such user fees shall be entitled to any interest or other investment return earned on the user fees between the time of collection and the time the user fees are due to be remitted to APHIS under this section. Nothing in this section shall affect APHIS' right to collect interest for late remittance.

(5) Remittance and statement procedures. (i) The carrier whose ticket stock or travel document reflects collection of the APHIS user fee must remit the fee to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections, P. O. Box 73562 Chicago, IL 60673. The travel agent, United States-based tour wholesaler, or other entity, which issues its own non-carrier related ticket or travel document to a passenger who is subject to an APHIS user fee

under this part, must remit the fee to APHIS, unless by contract the carrier will remit the fee.

(ii) APHIS user fees must be remitted to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections P. O. Box 73562 Chicago, IL 60673, for receipt no later than 31 days after the close of the calendar quarter in which the APHIS user fees were collected. Late payments will be subject to interest, penalty, and handling charges as provided in the Debt Collection Act of 1982 (31 U.S.C. 3717). Refunds by a remitter of APHIS user fees collected in conjunction with unused tickets or travel documents shall be netted against the next subsequent remittance.

(iii) The remitter must mail with the remittance a written statement to the United States Department of Agriculture, National Finance Center, APHIS User Fee Collections, P.O. Box 73562, Chicago, IL 60673. The statement must include the following information:

(A) Name and address of the person remitting payment;

(B) Taxpayer identification number of the person remitting payment;

(C) Calendar quarter covered by the payment; and

(D) Amount collected and remitted.

(iv) Remittances must be made by check or money order, payable in United States dollars, through a United States bank, to "The Animal and Plant Health Inspection Service."

(6) Carriers contracting with United States-based tour wholesalers are responsible for notifying the United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, of all flights contracted, the number of spaces contracted for, and the name, address, and taxpayer identification number of the United States-based tour wholesaler, within 31 days after the close of the calendar quarter in which such a flight occurred; *except that*, carriers are not required to make notification if tickets, marked to show collection of the APHIS user fee, are issued for the individual contracted spaces.

(7) *Compliance.* Each carrier, travel agent, United States-based tour wholesaler, or other entity, subject to this section, must allow APHIS personnel to verify the accuracy of the APHIS user fees collected and remitted and to otherwise determine compliance with the 21 U.S.C. 136a and this paragraph. Each carrier, travel agent, United States-based tour wholesaler, or other entity must advise the United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, of the name, address, and telephone number of a responsible officer who is authorized to verify APHIS user fee calculations, collections, and remittances. The United States Department of Agriculture, National Finance Center, Billings and Collections Branch, P.O. Box 60950, New Orleans, LA 70160, must be promptly notified of any changes in the identifying information submitted.

(8) *Limitation on charges.* Airlines will not be charged reimbursable overtime for passenger inspection services required for any aircraft on which a passenger arrived who has paid the airline passenger APHIS user fee for that flight.

(g) *Fees for export certification of plants and plant products.* (1) For each certificate issued by APHIS personnel, the recipient must pay the applicable APHIS user fee at the time and place the certificate is issued, or, in the case of a block of certificates, at the time the certificates are given to the shipper.

(2) There is no APHIS user fee for a certificate issued by a designated State or county inspector.

(3) If a designated State inspector issues a certificate, the State where the certificate is issued may charge for inspection services provided in that State.

(4) Any State which wishes to charge a fee for services it provides to issue certificates must establish fees in accordance with one of the following guidelines:

(i) *Calculation of a "cost-per-certificate" fee.* The State must:

(A) Estimate the annual number of certificates to be issued;

(B) Determine the total cost of issuing certificates by adding together delivery,<sup>2</sup> support,<sup>3</sup> and administrative<sup>4</sup> costs; and

(C) Divide the cost of issuing certificates by the estimated number of certificates to be issued to obtain a "raw" fee. The State may round the "raw" fee up to the nearest quarter, if necessary for ease of calculation, collection, or billing; or

(ii) *Calculation of a "cost-per-hour" fee.* The State must:

(A) Estimate the annual number of hours taken to issue certificates by adding together delivery<sup>2</sup>, support<sup>3</sup>, and administrative<sup>4</sup> hours;

(B) Determine the total cost of issuing certificates by adding together delivery, support, and administrative costs; and

(C) Divide the cost of issuing certificates by the estimated number of hours taken to issue certificates to obtain a "cost-per-hour" fee. The State may round the "cost-per-hour" fee up to the nearest quarter, if necessary for ease of calculation, collection, or billing.

(5) The APHIS user fees are:

(i)(A) \$50 for a certificate for a commercial shipment; or

(B) \$23 for a certificate for a low-value commercial shipment, if the following criteria are met:

<sup>2</sup>Delivery costs are costs such as employee salary and benefits, transportation, per diem, travel, purchase of specialized equipment, and user fee costs associated with maintaining field offices. Delivery hours are similar hours taken by inspectors, including travel time, inspection time, and time taken to complete paperwork.

<sup>3</sup>Support costs are costs at supervisory levels which are similar to delivery costs, and user fee costs such as training, automated data processing, public affairs, enforcement, legal services, communications, postage, budget and accounting services, and payroll, purchasing, billing, and collecting services. Support hours are similar hours taken at supervisory levels, as well as hours taken in training, automated data processing, enforcement, legal services, communication, budgeting and accounting, payroll purchasing, billing, and collecting.

<sup>4</sup>Administrative costs are costs incurred as a direct result of collecting and monitoring Federal phytosanitary certificates. Administrative hours are hours taken as a direct result of collecting and monitoring Federal phytosanitary certificates.

(1) the items being shipped are identical to those identified on the phytosanitary certificate;

(2) the shipment is accompanied by an invoice which states that the items being shipped are worth less than \$1,250; and

(3) the shipper requests that user fee charged be based on the low value of the shipment;

(ii) \$23 for a certificate for a non-commercial shipment;

(iii)(A) \$50 for a certificate for reexport of a commercial shipment; or

(B) \$23 for a certificate for reexport of a low value commercial shipment, if the following criteria are met:

(1) The items being shipped are identical to those identified on the phytosanitary certificate;

(2) The shipment is accompanied by an invoice which states that the items being shipped are worth less than \$1,250; and

(3) The shipper requests that the user fee charged be based on the low value of the shipment;

(iv) \$50 for a processed product certificate for a commercial shipment;

(v) \$7 for reissuing any certificate or certificate for reexport; and

(h) *Refunds of APHIS user fees.* (1) A shipper who pays for a block of certificates to cover commercial shipments may obtain a refund or a credit against future APHIS user fees under the following circumstances:

(i) If a certificate from the block is voided;

(ii) If a certificate from the block is returned unused;

(iii) If the shipper pays for inspection outside of normal business hours (8 a.m. to 4:30 p.m.) under §354.1 of this part.

(iv) If a certificate from the block is used for a noncommercial shipment; or

(v) If a certificate from the block is used to reissue another certificate.

(2) The amount of any refund or credit will be the amount overcharged, less \$7 to cover APHIS administrative expenses.

(i) *Payment methods.* For payment of any of the APHIS user fees required in paragraph (g) of this section, we will accept personal checks for amounts less than \$100, and checks drawn on commercial accounts, cashier's checks,

certified checks, traveler's checks, and money orders for any amount. All payments must be for the exact amount due.

(j) The person for whom the service is provided and the person requesting the service are jointly and severally liable for payment of user fees for any import or entry services listed below, of \$56.00 per hour, or \$14.00 per quarter hour, with a minimum fee of \$14.00, for each employee required to perform the following services. If the services must be conducted on a Sunday or holiday or at any other time outside the normal tour of duty of the employee, then the premium user fee rate as listed below applies, as well as the 2-hour minimum charge and a commuted traveltime period required by §354.1(a)(2). If the services requested are performed on a Sunday, the hourly user fee rate will be \$74.00, or \$18.50 per quarter hour, with a \$18.50 minimum. If the services requested are performed on a day other than Sunday outside the normal tour of duty of the employee providing the service, the hourly user fee rate will be \$65.00, or \$16.25 per quarter hour, with a \$16.25 minimum:

(1) Conducting inspections, on vessels or in storage areas, of solid wood packing material or cargo when a shipment arrives without a certificate or exporter statement required under §319.40–5(g) or §319.40–5(h) of this chapter, or with an incomplete certificate or exporter statement; and

(2) Supervising the separation of cargo from solid wood packing material denied entry under this subpart and the destruction or reexportation of the solid wood packing material.

(Approved by the Office of Management and Budget under control numbers 1515–0062, 0579–0094, or 0579–0052)

[56 FR 14844, Apr. 12, 1991, as amended at 57 FR 769, 770, Jan. 9, 1992; 57 FR 62472, 62473, Dec. 31, 1992; 58 FR 14307, Mar. 17, 1993; 58 FR 38270, July 16, 1993; 61 FR 2664, Jan. 29, 1996; 61 FR 15371, Apr. 8, 1996; 62 FR 39754, July 24, 1997; 63 FR 50111, Sept. 18, 1998]

#### **§354.4 User fees for certain domestic services.**

(a) *Individual agreements for inspection services at ports of entry.* (1) Operators and owners of vessels or aircraft, or

their agents, may enter into agreements with APHIS to receive, at points of entry in the United States inspection services in addition to the regular or on-call services available in connection with such vessels or aircraft.

(2) Agreements may be made to cover the following types of services;

(i) Opening and operating a new inspection station at a port of entry; and

(ii) Providing one-time or occasional inspection services at a location where APHIS does not normally provide such services.

(3) Owners and operators of vessels or aircraft, or their agents, must contact the Regional Director, USDA, APHIS, Plant Protection and Quarantine,<sup>5</sup> for the State where they want APHIS to provide services, to make an agreement.

(4) All agreements must include the following:

(i) Name, mailing address, and telephone number of the operator or owner of the vessel or aircraft, or, if applicable, the operator's or owner's agent;

(ii) Explanation of inspection services to be provided;

(iii) Date(s) and time(s) inspection services will be provided;

(iv) Location (street address, port of entry, berth, dock, gate, etc.) and if applicable, identity (identification number, name, etc.) of vessel or aircraft or other thing to be inspected;

(v) An estimate of the actual cost, as calculated by APHIS, to provide the described inspection services for 6 months;

(vi) A statement that APHIS agrees to provide the described inspection services;

(vii) A statement that the owner or operator of the vessel or aircraft, or if appropriate, his or her agent, agrees to pay, at the time the agreement is entered into, a user fee equal to the estimated cost of providing the described inspection services for 6 months;

(viii) A statement that APHIS will credit an amount equal to all user fees received for services provided at the location to the owner or operator's account, until the total amount of user fees credited to the account is equal to the amount of money paid into the account by the owner or operator of the vessel or aircraft, or if appropriate, his or her agent, at the time the agreement was entered into; and

(ix) A statement that the owner or operator of the vessel or aircraft, or if appropriate, his or her agent, agrees to maintain a balance in the user fee payment account equal to the cost of providing the services described for 6 months, as calculated monthly by APHIS.

(5) APHIS will enter into an agreement only if qualified personnel can be made available to provide the services to be provided.

(6) An agreement can be terminated by either party on 30 days written notice.

(7) If, at the time an agreement is terminated, any unobligated funds remain in the user fee account, APHIS will return them to the owner or operator, or his or her agent.

[57 FR 770, Jan. 9, 1992, as amended at 57 FR 14475, Apr. 21, 1992; 58 FR 38269, July 16, 1993; 59 FR 67611, Dec. 30, 1994]

#### **§ 354.5 Penalties for nonpayment or late payment of user fees.**

(a) If a person requesting a service for which an APHIS user fee is payable, is delinquent in paying any APHIS user fee due under either title 7 or title 9, Code of Federal Regulations, or is delinquent in paying the interest on any delinquent APHIS user fee, then APHIS will not provide the service requested.

(b) If APHIS is in the process of providing a service for which an APHIS user fee is due, and the user has not paid the fee within the time required, or if the payment offered by the user is insufficient or not in compliance with the regulations in this part, then APHIS will take the following action:

(1) If an APHIS user fee is due for a certificate or a certificate for reexport, APHIS will not issue the certificate.

<sup>5</sup>A list of the Regional Directors, USDA, APHIS, Plant Protection and Quarantine and the States for which they are responsible, may be obtained from the Animal and Plant Health Inspection Service, Plant Protection and Quarantine, Operational Support—Director's Office, 4700 River Road, Unit 131, Riverdale, Maryland 20737-1236.



(2) If an APHIS user fee is past due by more than 30 days, APHIS will impose a late payment penalty and interest charges in accordance with 31 U.S.C. 3717.

[57 FR 771, Jan. 9, 1992]

## PART 355—ENDANGERED SPECIES REGULATIONS CONCERNING TERRESTRIAL PLANTS<sup>1, 2</sup>

### Subpart—Purpose and Definitions

Sec.

355.1 Purpose.

355.2 Definitions.

### Subpart—Permission to Engage in Business

355.10 Permission to engage in business concerning nonlisted terrestrial plants.

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### Subpart—Inspections and Related Provisions

355.20 Marking and notification requirements for plants imported, exported, or reexported by means other than mail.

355.21 Marking and mailing requirements for plants imported, exported, or reexported by mail.

355.22 Validation of documentation.

355.23 Recordkeeping, access, and reports.

AUTHORITY: 16 U.S.C. 1532, 1538, and 1540; 7 CFR 2.22, 2.80, and 371.2(c).

SOURCE: 49 FR 42912, Oct. 25, 1984, unless otherwise noted.

<sup>1</sup>Pursuant to section 11 of the Act (16 U.S.C. 1540) it is unlawful for any person to knowingly violate any provision of the Act, any permit or certificate issued under the Act, or any regulation promulgated under the Act. Further, section 11 of the Act provides for criminal, civil, and administrative penalties for any such violation.

<sup>2</sup>Plant Protection and Quarantine also administers programs under the Lacey Act Amendments of 1981 (16 U.S.C. 3401 *et seq.*), the Plant Quarantine Act, as amended (7 U.S.C. 151 *et seq.*), the Federal Plant Pest Act, as amended (7 U.S.C. 150aa *et seq.*), and the Federal Noxious Weed Act of 1974 (7 U.S.C. 2801 *et seq.*) which contain authority for additional prohibitions and restrictions on the importation of plants subject to this part (see other parts of 7 CFR chapter III for regulations containing prohibitions and restrictions under these authorities).

### Subpart—Purpose and Definitions

#### §355.1 Purpose.

Pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), the Secretary is responsible for the enforcement of the provisions of the Act and Convention which pertain to the importation, exportation, or re-exportation of terrestrial plants. The regulations in this part are for the purpose of implementing this authority. Regulations of the U.S. Department of the Interior which interrelate with the regulations in this part are contained in 50 CFR chapter I.

#### §355.2 Definitions.

Terms used in the singular form in this part shall be construed as the plural, and vice versa, as the case may demand. The following terms, when used in this part, shall be construed, respectively, to mean:

*Act.* The Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*).

*Convention.* The Convention on International Trade in Endangered Species of Wild Fauna and Flora, TIAS 8249, 27 U.S.T. 1087, signed on March 3, 1973, and the Appendices thereto.

*Deputy Administrator.* The Deputy Administrator of the Animal and Plant Health Inspection Service for Plant Protection and Quarantine, U.S. Department of Agriculture, or any other officer or employee of the Department to whom authority to act in his or her stead has been or may hereafter be delegated.

*Engage in business as an importer, exporter, or reexporter of terrestrial plants.* To import, export, or reexport terrestrial plants for the purpose of selling, bartering, collecting, or otherwise exchanging or acquiring the plants as a livelihood or enterprise engaged in for gain or profit. This term shall not include persons engaged in business merely as carriers or customhouse brokers.

*Export (exported, exporting, exportation).* To carry, send, take, transport or otherwise remove, or to attempt to carry, send, take, transport or otherwise remove from any place subject to the jurisdiction of the United States.